

CENTRAL INTELLIGENCE AGENCY

REPORT

CD NO.

25X1

DATE DISTR. 13 August 1955

NO. OF PAGES 2 25X1

25X1

NO. OF ENCLS.
(LISTED BELOW)

**SUPPLEMENT
REPORT NO.**

THIS IS UNEVALUATED INFORMATION

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1. The tanks on the Polish side of the railroad viaduct over the Havel River at Goerlitz were dismantled and construction work on the piers of the viaduct was started on 25 May 1955. Railroad engineers believed that the Poles had failed to provide the old piers with new water-tight rings. This caused a sinking of the bridge piers.¹
2. The railroad line from Senftenberg to Hohenbocka has been rerouted and now branches off from the main line near Brieske. The new line was put into operation on 22 April 1955. Originally, it had been planned to enlarge the Hohenbocka railroad station. This project has not been realized. Therefore, the handling of freight traffic arriving from the direction of Horka and Kamenz is meeting with great difficulties. A special commission was sent by the GDR Ministry of Traffic to Hohenbocka in order to check the situation on the spot. On 31 May 1955,² the commission reported that RBD Cottbus was to be blamed for the situation.
3. In early June 1955, it was learned that test borings made in Lake Templin indicated that the bottom of the lake was sandy to a depth of 25 to 30 meters. The site thus proved unsuitable for the construction of a railroad bridge. For this reason, the designs for the Wildpark - Michendorf railroad line have been modified and it is now planned³ to have this line cross Lake Templin at the narrow passage near Caputh.
4. On 25 May, work was started on the replacement of the one remaining pile of the railroad bridge over the Oder River at Kuestrin. Railroad traffic to Poland over this bridge was temporarily restricted to single track operations.⁴
5.
 - a. Effective noon⁴ 25 May, the Kietz-Kuestrin track was temporarily put out of operations.
 - b. A second track was built between Grosslehna and Grosskorbetha.⁵
 - c. A second track was built between Senftenberg and Brieske.²
1. Comment. Information on defects on the reconstructed railroad viaduct over the Havel River near Goerlitz was transmitted previously.

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2. Comment. The rerouting of the northern section of ~~the~~ single-track railroad line between Senftenberg and Hohenbocka was ~~by~~ by the expansion of brown coal mining activities in this area. ~~At the same time,~~ the Senftenberg - Brieske line section of the ~~Gotthard~~ railroad line was to be double-tracked again. ~~The project has been completed.~~ 25X1
3. Comment. This information refers to the construction of the Wildpark - Michendorf railroad line the completion of which will close the last remaining gap in the Berlin Rail Circuit. The difficulties of building a bridge across Lake Templin were reported previously. 25X1
4. Comment. This information refers to the replacement of military bridge equipment by a permanent superstructure. 25X1
5. Comment. The Grosslehna - Grosskorbetha line section is of great importance for the hydrogenation plants located in this area. The second track of the Leipzig - Grosskorbetha main railroad line was dismantled by the Soviets at the end of the war. 25X1

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THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE PENALTY FOR THIS VIOLATION IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

1. The tracks on the Polish side of the railroad viaduct over the Neisse River at Goerlitz were dismantled and construction work on the piers of the viaduct was started on 25 May 1955. Railroad engineers believed that the Poles had failed to provide the old piers with new water-tight rings. This caused a sinking of the bridge piers. 1
2. The railroad line from Senftenberg to Hohenbocka has been rerouted and now branches off from the main line near Brieske. The new line was put into operation on 22 April 1955. Originally, it had been planned to enlarge the Hohenbocka railroad station. This project has not been realized. Therefore, the handling of freight traffic arriving from the direction of Horka and Kamenitz is meeting with great difficulties. A special commission was sent by the GDR Ministry of Traffic to Hohenbocka in order to check the situation on the spot. On 31 May 1955, 2 the commission reported that RBD Cottbus was to be blamed for the situation.
3. In early June 1955, it was learned that test borings made in Lake Templin indicated that the bottom of the lake was muddy to a depth of 25 to 30 meters. The site thus proved unsuitable for the construction of a railroad bridge. For this reason, the designs for the Wildpark - Michendorf railroad line have been modified and it is now planned to have this line cross Lake Templin at the narrow passage near Caputh. 3
4. On 25 May, work was started on the replacement of the one remaining pile of the railroad bridge over the Oder River at Kuestrin. Railroad traffic to Poland over this bridge was temporarily restricted to single track operations. 4

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- a. Effective noon, 25 May, the Kietz-Kuestrin track was temporarily put out of operations.⁴
- b. A second track was built between Grosslehna and Grossvorbetha.⁵
- c. A second track was built between Senftenberg and Brieske.²

1. ☐ Comment. Information on defects on the reconstructed railroad viaduct over the Neisse River near Goerlitz was transmitted previously. ☐

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2. [] Comment. The rerouting of the northern section of the single-track railroad line between Senftenberg and Hohenbocka was necessitated by the expansion of brown coal mining activities in this area. At the same time, the Senftenberg - Brieske line section of the Cottbus - Ruhland main railroad line was to be double-tracked again. [] 25X1
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